

hello, this is in response to the article posted in the daily herald on 8/04/04(continuing cost of delays)which stated that delays have increased 25% in last year alone.i donot disagree with your stance that more planes arriving and departing could lead to delays for both, due to traffic/ congestion.but the greater factor directly affecting departure times which will in turn affect arrival times,is the basic simple fact that all these airlines- united, american, u.s. airways,etc...are attempting to do what they were doing several years ago with a much reduced work force.when an airline has 2 ramp employees scheduled to work the bags on a international trip going to say, japan,with a planned bag load of over 300 bags,the chances of that trip being ready to leave for an on-time departure are very low versus several years ago when that same trip would have over 4 ramp employees on it.the reductions all around in the airline labor force ramp,mechanics,cabin service,customer service,etc.. will definitely dicate how well an airline will function and if its planes will go out on time to avoid delays.reducing the number of flights to these airlines will more than likely lead to more layoffs of laborers.given this,how will delays be improved if the real cause of much of this problem is just to be contributed to by doing this?if the government truly wants to step in and make these airlines operate efficiently,they need to make united,american,u.s. airways,etc..have a realistic operating plan where c.e.o.s and management personnel donot add on more vice presidents and supervisors and give themself huge bonuses and perks,while at the same time crying no profits and reducing its workforce.the people who fly the plane,service the plane,put your bag on/off the plane-the people who truly have a direct affect as to planes leaving and arriving on time is where these airlines need to concentrate there capital and time.the statement maynot be p.c. today,but "there is too many chiefs and not enough indians" in the airline industry today. thank you, john rouille.